

[Shri S.S. Bhoje]

Painth Eaglepuri etc. tehsils of Nasik district fall under my constituency. Western part of Nasik district is a hilly area comprising Adivasi villages. It experiences good rain fall during the rainy season, but there is paucity of drinking water during the summer days.

There are a few wells, small ponds, etc. which meet the requirement of water to some extent. The State Government supply water through tankers, bullock carts, etc. every year on which crores of rupees are spent but the problem remains as it is. Because these are only temporary measures.

In order to solve this problem, it is necessary to make a special survey of this area. The water level is far below in this area. It will be appropriate to supply water to these villages through public taps by making survey of those areas where sources of water like the big ponds of the rivers such as the Par River, Nar River, Daman River, Bagh River, Bajari River, etc., are available.

But it involves heavy expenditure. The State Government may not, therefore, be able to undertake this work. Development of this backward Adivasi area is possible only through this scheme and not otherwise.

Lastly, it is my request to the Government to extend all kinds of assistance to the State Government to save lakhs of rupees being spent every year, to ensure development of this area and to raise the standard of Adivasis. You may please send your special survey expert team to undertake inspection and survey of the area, provide funds and work on war footing to implement such schemes.

[English]

(III) **Demand to provide more trains to and from Orissa.**

SHRIBRAJAMOHAN MOHANTY (Puri): I wish to bring to the notice of Railway Minister difficulties in regard to certain trains touching Orissa. Puri Express running from Howrah to Puri is the life line between Calcutta and Puri. The first class coaches are in

extremely poor condition and need immediate attention for improvement and in appropriate cases replacement. Some bogies used in the said train are so out of date that these should be declared as unfit. 2 Tier A/C coach is urgently needed to be attached to Puri Express. In between Calcutta and Bhubaneswar, the day time railway communication is inadequate. A Superfast day time train in between Howrah and Bhubaneswar is essentially needed. The Samalshwari Express from Howrah should have 2 Tier A/C coaches. Shri Jagannath Express running in between Howrah and Puri normally runs late by more than 2 hours. It should be checked. Nilachal and Puri Express running from New Delhi to Puri and back should have A/C Chair Car so that middle class passengers can afford to travel. The cancelled trains such as Puri-Assansol, Janata Express and Bhagha Jatin Passenger trains should be restored. Howrah-Madras Janata train is now running 3 days in a week but earlier it was running on all the days of the week. Steps be taken to restore the original position. The Orissa quota in Coromandal Express running from Howrah to Madras should have more number of seats reserved for the passengers of Bhubaneswar. Similarly the train running in between Guwahati to Kanyakumari (901 and 902) which passes through Bhubaneswar has no quota of seats for Orissa. There should be a coach separately reserved for the passengers of Orissa. The Railway Ministry should look into the problems.

[Translation]

(IV) **Need to help Beedi Workers in Madhya Pradesh by enhancing grants for construction of houses and purchase of land.**

SHRI K. N. PRADHAN (Bhopal): Mr. Deputy Speaker, Sir, the Central Government has taken a number of steps for the welfare of the Beedi Workers. A number of measures have been adopted and laws made to protect their interests and to prevent their exploitation by capitalists because they prepare beedis in their houses and are mostly unorganised. In spite of all that it has

not been possible to prevent exploitation of more than 75 per cent workers. Despite all these efforts, it has been possible to get accreditation forms of only one-fourth workers filled and to get benefits of various legal provisions extended to them. It is, therefore, necessary to make more efforts to get accreditation forms of more workers filled.

There is a provision to grant Rs. 5000 from the Beedi Workers Welfare Fund to workers for the construction of houses. Out of this amount, Rs. 1000 is given in the form of a grant-in-aid and the remaining Rs. 4000 in the form of a loan without interest. But in a big state like Madhya Pradesh, where there are 15 lakh Beedi Workers, it has been possible to construct only 200 houses during the last 10 years. It is a very serious matter. One of the reasons for this is that land is not easily available for the construction of houses. The second reason is that in the present time of high prices, it is not even possible to construct a single room with Rs. 5000. Therefore, keeping in view the above difficulties of Beedi Workers, on the one hand the Department of Labour may please enhance the amount of grant for house-building and on the other arrangements may be made with the State Government to provide land to Beedi Workers at cheap rates.

[English]

(v) Need to set up a Railway Station at Epurupalam in Prakasha district, Andhra Pradesh

SHRI C. SAMBU (Bapatla): Epurupalam is a major panchayati located in Prakasha district, Andhra Pradesh. The panchayati has 40,000 population. Most of the people of this town are depending on handloom business and agriculture. There is no railway station at Epurupalam. People are facing lot of problems in going to other places and are facing lot of inconveniences to send their handloom cloth and agricultural produce to different destinations. There is one railway station at Chirala which is too far from there. I have submitted a representation from the people of Epurupalam and panchayati to the

General Manager, Vijayawada and General Manager, Secunderabad, Andhra Pradesh to provide a railway station at Epurupalam. Survey was completed in favour of Epurupalam but the work has not yet started.

I request the Hon'ble Minister of Railways to open a mini-railway station and issue suitable instructions to the railway authorities to stop the passenger trains at Epurupalam.

(vi) Need to take-over Visvesvaraya Iron and Steel Ltd., Bhadra Vathi (Karnataka) by SAIL

SHRI V. S. KRISHNA IYER (Bangalore South): Visvesvaraya Iron and Steel Limited, Bhadravati, Karnataka is one of the oldest and prestigious steel plants founded by engineer-statesman Dr. M. Visvesvaraya. This iron and steel works has been incurring huge losses for the past few years and the State Government is not in a position to extend financial help and modernise the steel plant. This steel plant can be run on profit and it is possible to modernise it if the Steel Authority of India takes it over and runs it. The Government of Karnataka has already requested the takeover of the Visvesvaraya Iron and Steel Limited by the Steel Authority of India. It is requested that immediate decision should be taken to take it over by SAIL.

(vii) Need to provide more edible oil (Palmolein) to Maharashtra

SHRI SHARAD DIGHE (Bombay North Central): The prices of edible oil along with all other essential consumer goods have risen very high. They are already out of reach of the common man and something has to be done by Government to control them.

The State of Maharashtra is a deficit State so far as oil and oilseeds are concerned. The State has been receiving imported edible oil (Palmolein) from Government of India. In July 1987, in all 13,200 M.T. of Palmolein oil has been allotted to Maharashtra. The next few months from August to